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SIDE TRIPS IN JAMAICA



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S I D E T R I P S I N J A M A I C A

BY MARY F. BRADFORD



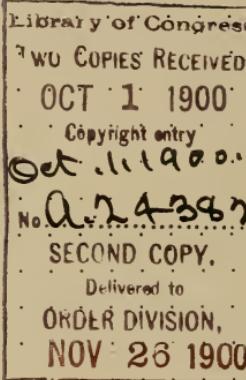
Port Antonio. Harbor, Town, and Blue Mountains

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C O P Y R I G H T E D A N D P U B L I S H E D
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S H E R W O O D P U B L I S H I N G C O . , B O S T O N

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P r e f a c e .

THIS little book is intended to supply the need of a practical guide for tourists contemplating a visit to the Island of Jamaica, and contains trips for those having *limited* or *unlimited time*.

In the *first portion* of the book is presented in the simplest form, and in as few words as possible, an historical sketch of Jamaica, "the Princess of the Antilles," including the early and more recent history, physical features of the island, agriculture, government, principal cities and towns, with their location and points of interest.

The *second portion* of the book, giving the itineraries, is divided into four parts:—

Part I. is devoted to trips suitable to tourists having but a *week* to spend on the island, the usual time in staying over one steamer. The steamers of the United Fruit Company are timed to arrive in Port Antonio on Monday morning, and the days are planned with reference to that time; though, owing to stress of weather and other causes, they are occasionally from five to ten hours late, which will, of course, cut the trip short one day.

Parts II., III., and IV., endeavor to give, in a condensed form, as complete information as possible regarding points of interest, hotels, trains, and expenditures for the tourist with *unlimited time*.

No attempt has been made to give elaborate descriptions of places or people, but merely to introduce the tourist to the principal points of interest, how to reach them, and the expense of the various trips.

These carefully compiled itineraries were made up by an American lady resident for a number of years on the island, and are the result of personal tours taken during her residence. The information is complete and accurate in every particular, and the tourist may feel perfect confidence in following it.

The information herein contained is supplementary to that given in "A Jamaica Outing," price 10 cents, issued by the Sherwood Publishing Company, Boston, Mass.



Castleton, Jamaica.

Historical Introduction.

THE EARLY HISTORY of Jamaica is intertwined with the history of Columbus on his voyages. The island was discovered by that adventurer on May 3, 1494, while sailing south from Cuba. Two days later he anchored off what is now known as Port Maria on the northern coast of Jamaica. Columbus named it Santa Gloria on account of the beauties of the harbor. Later he sailed to Oracobessa, landing amid some opposition from the Indians, although they were soon subdued. The discoverer named the island Santiago, though it still retains its Indian name, Xaymaca, now called Jamaica. Later the voyage was continued to Montego Bay and Morant Point, which ended the first visit of Columbus to the island.

On May 9, 1502, he started on his fourth voyage with a fleet of four ships and one hundred and fifty men. On June 23, 1503, he made Dry Harbor, and on June 24 put into Don Christopher's Cove, in a desperate condition, his vessels bored full of holes, and with a disheartened and mutinous crew. The ships were grounded, being run ashore as the only alternative. Columbus stayed on his ships for more than a year, awaiting the arrival of relief from Spain, depending for food on the generosity of the natives and the pillaging journeys of his crews. At length aid arrived; and Columbus set sail for Spain June 28, 1504, and died heart-broken and in poverty at Seville, May 20, 1506, never knowing that he had discovered a new continent.

THE LATER HISTORY of the island has been one of almost continuous progress, beginning with the conquest of the Spanish invaders by the English. The first capital of the island, Sevilla Nueva, was founded by Diego Columbus, the son of the discoverer, and is now marked by only a few stones on the estate of Seville, near St. Ann's Bay. Later Spanish Town was established as the capital of the island, then called St. Jago de la Vega. The English conquest

dates back to the attacks of Sir Anthony Shirley in 1590 and of Colonel Jackson in 1635, both retiring after extorting ransom. In 1654 a fine fleet left England for the express purpose of conquering the island, under command of Colonel Venables and Admiral Penn, the father of William Penn. St. Jago was taken in May, 1635. The last remnant of the Spaniards was at length driven from the island; but a number of fierce and warlike slaves of mixed African and Indian blood took to the mountains, and successfully defied conquest. These people are still known as the Maroons, and their descendants now live at Mooretown.

THE NEXT CHAPTER of Jamaica's history is the record of her pirate chiefs, who preyed upon Spanish shipping and founded Port Royal as the headquarters of their ill-gotten gains. The city is said to have been the richest and the most licentious in modern history. On the 17th of June, 1692, a great earthquake shook the island, and in two minutes destroyed the city, transforming the richest spot on earth to the poorest. This was looked upon as the direct judgment of the Almighty upon this most wicked city. Pestilence followed the earthquake floods, and those who survived the one died from the other. The overthrow of Port Royal led to the establishment of Kingston on the Liguanea Plain. The enmity between France and England was reproduced in the island, where the French burned plantations, and took away slaves to the value of \$325,000. This culminated years later, at the time of the American War for Independence, the recognition of that country by France causing martial law to be proclaimed on the island. Admiral Rodney, Jamaica's beloved hero, won a great victory over the French admiral, De Grasse, saving the island at a most critical period. Rodney's statue, by John Bacon, is located in the public square at Spanish Town.

THE EMANCIPATION ACT of the imperial government was epoch-making in its far-reaching effects. It provided that "from and after the 1st of August, 1834, all slaves in the colonial possessions of Great

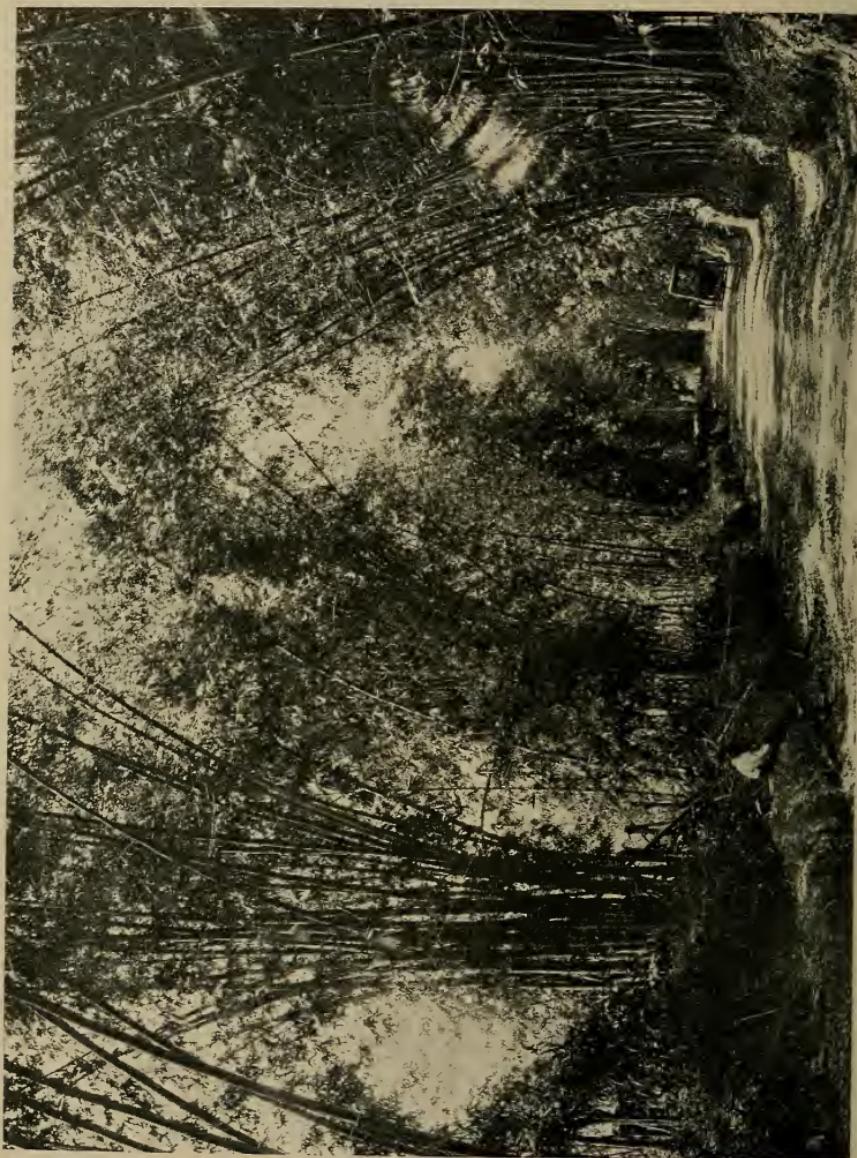
Britain should be forever free, with an intermediate state of four and six years." Although £5,853,975 sterling was awarded as compensation, it went mostly to pay creditors; and the condition of the sugar-planters was most pitiful. They were left without resources, a scarcity of labor, and a poor market. The adoption of a



Golden Vale.

free-trade policy a few years thereafter reduced the price of sugar one-half and made the profits correspondingly less. As a result, many estates were abandoned, and are to day in a state of decay.

THE GOVERNMENT of the island from the first has been administered by the home country through a governor. The first assembly dates back to the time of Charles II. Members were returned from twelve districts, and met at Spanish Town. The colonial history of Jamaica is one of constant wrangling, the constitution being repealed and restored from time to time. The uprisings of the slaves caused massacres of their white masters, among the most horrible in all history. By an order of the Queen in council, May 19, 1884, a new constitution was granted the island, in which it was declared that the legislative council of the island should consist of the Governor, the Senior



“Lovers’ Walk,” showing luxuriant bamboo foliage.

Military Officer, the Colonial Secretary, the Attorney-general, and the Director of Public Works; not more than five members nominated by the crown, and nine members elected by tax-payers of twenty shillings and upwards. There are nine electoral districts, and a member was appointed from each. The governor is president of the legislative council. There is a Privy Council of not exceeding eight persons appointed by the Queen, also a Parochial Board in each parish which manages its affairs.

THE POLITICAL DIVISIONS of the island are three counties and fourteen parishes, namely: —

MIDDLESEX COUNTY.	SURREY COUNTY.	CORNWALL COUNTY.
<i>Parishes.</i>	<i>Parishes.</i>	<i>Parishes.</i>
St. Catherine.	Kingston.	St. Elizabeth.
St. Mary.	St. Andrew.	Trelawney.
Clarendon.	St. Thomas.	St. James.
St. Ann.	Portland.	Hanover.
Manchester.		Westmoreland.

THE AREA OF THE ISLAND is 4,193 square miles, the extreme length being 144 miles, and the width varying from 20 to 50 miles. The 500 miles of coast line give many beautiful and safe harbors for commerce. The highest mountains are the Blue Mountains, the highest peak being 7,360 feet above sea level.

THE PHYSICAL FEATURES of the island make Jamaica essentially an agricultural country. Coffee, banana, and cocoanut growing are carried on most profitably. Sugar was the powerful interest previous to the freeing of the slaves. Rum is manufactured extensively, and unrefined sugar is made in small quantities. The coffee and fruit industries have increased enormously under the patronage of foreign companies, the increased shipping facilities and the opening up of the railroad naturally resulting in an era of marked prosperity.

THE CLIMATE OF THE ISLAND is wonderfully varied, owing to the very low and very high altitudes to be found within its borders. The fact that in the lowest altitudes one requires a blanket for sleeping

indicates that cool nights insure delightful rest. The air is dry; and an average of 80 degrees during the hot season, with a maximum of 87 degrees, is not nearly so oppressive as the same heat would be in America, owing to the humidity of our atmosphere. The Jamaican of lower altitudes seeks the higher ones for a change, but is apt to suffer from the cold. The constant blowing of the sea breeze during the day, called by natives "The Doctor," is succeeded at night-time by a breeze from off the hills, producing a delightful temperature at all seasons.

Visitors should avoid any violent exertion during the heat of the day, say 11 A.M. till 3 P.M., before and after which tramping and other exercise can be taken with impunity. The remarkable equality of the temperature, both summer and winter, is making Jamaica a summer as well as a winter resort; and tourists report delightful trips to the island between July and October. The rainy season covers the month of May in spring and October in the fall, beginning to rain at the new or full moon, continuing day and night for a fortnight with great violence.

The rule in the island is to keep under cover after sunset, to avoid the night chill, the darkness shutting down immediately without any twilight, as in the northern hemisphere. No European can stand the mid day heat, wet clothes, exposure at night, or excessive use of alcholic stimulants. Let him exercise proper care in these particulars, and he will find Jamaica much more healthful than many portions of the North, the recuperating effects of a visit being everywhere recognized by physicians as marvellous.

THE SCENERY OF THE ISLAND surpasses description. No one ever visits Jamaica without an ardent desire to return, and the memories of the trip are as enchanting as fairyland. Everywhere surprises await one, the lavishness of Nature's bounty being nowhere more evidenced than in this exquisitely delightful island.

THE INHABITANTS OF THE ISLAND are nearly all colored, there being few white residents. The original inhabitants were a race of peace-



United States Consulate, Kingston.

loving Indians of the Arawak tribe, such as still inhabit British Guiana, Cuba, Hayti, Porto Rico, and the Bahamas. The Spaniards promptly exterminated these peaceful people, and were in turn expelled by the English, at their conquest of the island. The importation of slaves from Africa was begun at an early date, and continued up to March, 1808. The African slaves imported by the Spanish were left by their masters to fight the English; and their descendants, being a mixture of negro and Indian, proved most warlike in actual combat. These people are to-day known as the Maroons of the Blue Mountains,— an unconquered people with whom the English made treaties, and who proved an able ally in the various negro uprisings.

The inability of the English to carry on agricultural pursuits in the cane growing lowlands led to the importation of more slaves from Africa, a people native to the heat of a tropical sun.

The traffic increased with sugar cultivation; and more than half a million slaves were landed in the island during the eighteenth century, not including those who were re-exported to other countries. The Emancipation Act of British Parliament went into effect Aug. 1, 1834. Expediency and the uncertainty of negro labor have caused planters to introduce coolies from India, and 20,000 of them have thus been added to the population. They are an ambitious people, and thoroughly reliable, by whom much of the work of the island is done.

The 1891 census in Jamaica showed a total population of 639,491, of which there were: whites, 14,692; colored, 121,955; black, 488,624; East Indian, 10,116; and 4,104, of which 481 were Chinese, and the others not indicated.

The white man in the West Indies is the master, it being out of the question for him to perform field labor; and he must depend upon his intellect for supremacy.

THE PRINCIPAL CITIES OF THE ISLAND are Kingston, the capital, and Port Antonio, the commercial centre of the island. There are many

smaller towns that enjoy much prosperity. Among these are Spanish Town, the former capital, with its historical interests, Mandeville, in the orange and coffee growing section, and other towns prominent for their agricultural and shipping location. A full description of the various points of interest is given in the itineraries. The special features of but three of the cities are here given:—

IN KINGSTON.

The special points of interest are:

1. Parade Grounds; statue of Sir Charles Metcalfe.
2. Shops.
3. Self-help, for purchase of souvenirs.
4. Theatre Royal.
5. Hospital on North Street.
6. Colonial Bank.
7. Old Parish Church.
8. Colonial Secretary's office.
9. Library and Museum Buildings on East Street.
10. Court-house, Harbor Street.
11. Churches.
12. Myrtle Bank Hotel.
13. Victoria and Jubilee Markets.
14. Clubs, yacht clubs, and race course.
15. Rooms of Society of Agriculture and Commerce on Harbor Street.

IN PORT ANTONIO.

1. Hotel Titchfield.
2. The Market.
3. Shops.
4. Old Fort.
5. Plant of the United Fruit Company.
6. Churches.
7. Drives to adjoining plantations and shipping ports.

IN SPANISH TOWN.

1. Rodney "Temple."
2. The Cathedral; statuary by Bacon; tablets.
3. King's House.
4. Rio Cobre Hotel, native cooking.

I t i n e r a r i e s .

THE trips given in Part I. are for tourists with *limited time*, staying over one steamer only, giving a week on the island. The usual time of arrival is Monday morning, although from stress of weather the steamers are sometimes a few hours late, which would shorten the trip proportionately. The time of sailing is practically unchanged. See also Part II.



Titchfield House from the Harbor — Port Antonio.

P a r t I .

MONDAY.—Tourists landing at Port Antonio from the United Fruit Company's ships are met by an agent from the Titchfield Hotel, who will take charge of their luggage and conduct them to carriages for the hotel, where they will find comfortable rooms, good table and beds, and excellent sanitary arrangements.

On arriving at the hotel,—beautifully situated on a hill,—the

selection of rooms, adjusting one's self to new surroundings, and possibly a few hours' rest are in order.

After luncheon, carriages may be secured at the hotel office at reasonable rates, and a drive of seven miles taken, either to Blue Hole along the eastern coast or into the country to the banana plantations, and possibly on as far as Mooretown, one of the towns inhabited by the Maroons. They are descendants of runaway slaves who fled to the mountains, and, secure in their natural strongholds, defied capture, and finally became an independent people.

TUESDAY.— If the drive to Blue Hole be taken on Monday afternoon, Tuesday morning may be devoted to a stroll about the town, visiting the ruins of the old Spanish fort near the hotel, and an excursion to the lower town, taking a peep into some of the little shops, which, though perhaps uninviting from the outside, often contain pretty cotton and muslin dress goods.

This trip can be easily taken on foot; but, if one is too weary to climb the hill on the return to the hotel, there are carriages or 'buses, as they are called, which will make the trip for sixpence, or 12 cents, apiece.

A delightful way to visit Castleton Gardens* is to make the trip from Port Antonio, leaving there on the 6.05 train in the morning for Annotta Bay, thirty miles by rail, where carriages are in waiting (per telephone order) for Castleton, twelve miles, returning on train arriving in Port Antonio at 5.35 P.M., making this trip before going to Spanish Town.

On Tuesday afternoon the drive which was not taken Monday may be enjoyed. On Tuesday evening the necessary luggage for the Kingston trip should be packed. The articles not required, such as heavy clothing, etc., may be left in charge of the hotel agent, to be put on board the steamer which is to be taken for the home trip. Due notice should be given at the office, in order that early breakfast may be served and a carriage ordered for the station.

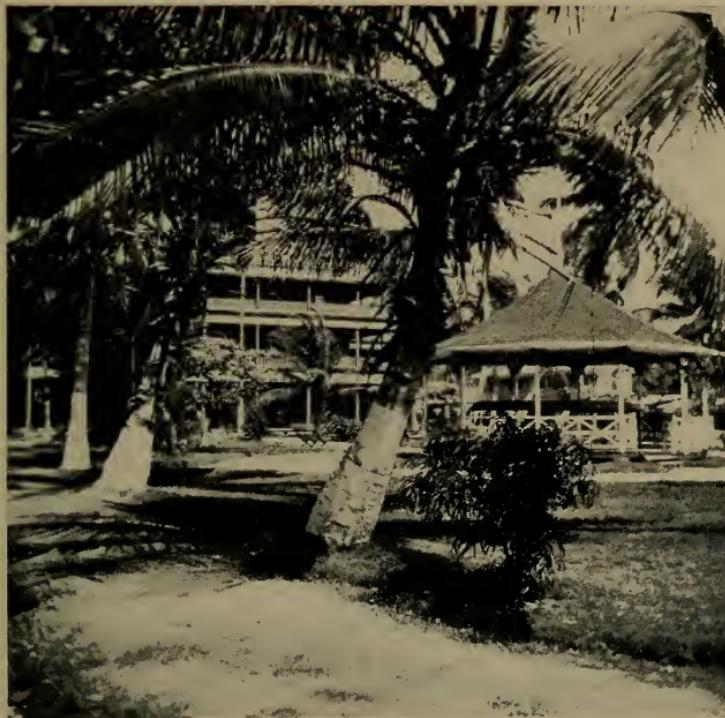
* See also page 21.

WEDNESDAY.—The train leaves at 6.05 A.M., and tickets to Kingston are 12 shillings, or \$3, first class, and 6 shillings, or \$1.50, third class.* The distance is seventy-five miles. [The round trip, Port Antonio to Kingston, may be made on Sunday for half-rate.] Buy tickets and check baggage through to Kingston, but leave train at Bog Walk. There a trap seating three persons and driver may be obtained from Mrs. Gibson (who keeps a lodging-house near by the station) for the drive to Spanish Town, which will cost 12 shillings, or \$3. This drive of about nine miles is very beautiful, following the course of a river for some distance through a wild gorge, then across the level country to the once famous old town. It is advisable to drive directly to the Rio Cobre Hotel, dismiss the trap, and order luncheon. There will then be about two hours in which to see Spanish Town. It will be found rather warm to walk at this time of the day; and a 'bus had better be engaged, at a cost of 3 shillings, or 75 cents, per hour.

The principal points of interest are the old cathedral, with its varied architecture, old tombstones, and one or two excellent monuments, works of the famous English sculptor, Bacon, the government buildings,—now silent and deserted, except for a few offices,—and the King's House, with its great ball-room, banquet-hall, and many chambers. It was here that the governors resided when Spanish Town was the seat of government, and many and grand were the levees held in this famous building. A short drive about the town to see some of the old houses now in ruins will fill up the time till luncheon at the Rio Cobre, which is usually good, and largely of Jamaican dishes. The hotel will provide a trap to the station at sixpence a person, and the train leaves for Kingston at 1.33 P.M.

On arriving at Kingston, take 'buses or electric cars for hotels, the principal ones being Myrtle Bank Hotel, beautifully located near the

* Many tourists prefer to travel third class, where a better opportunity is given to see the people of the country.

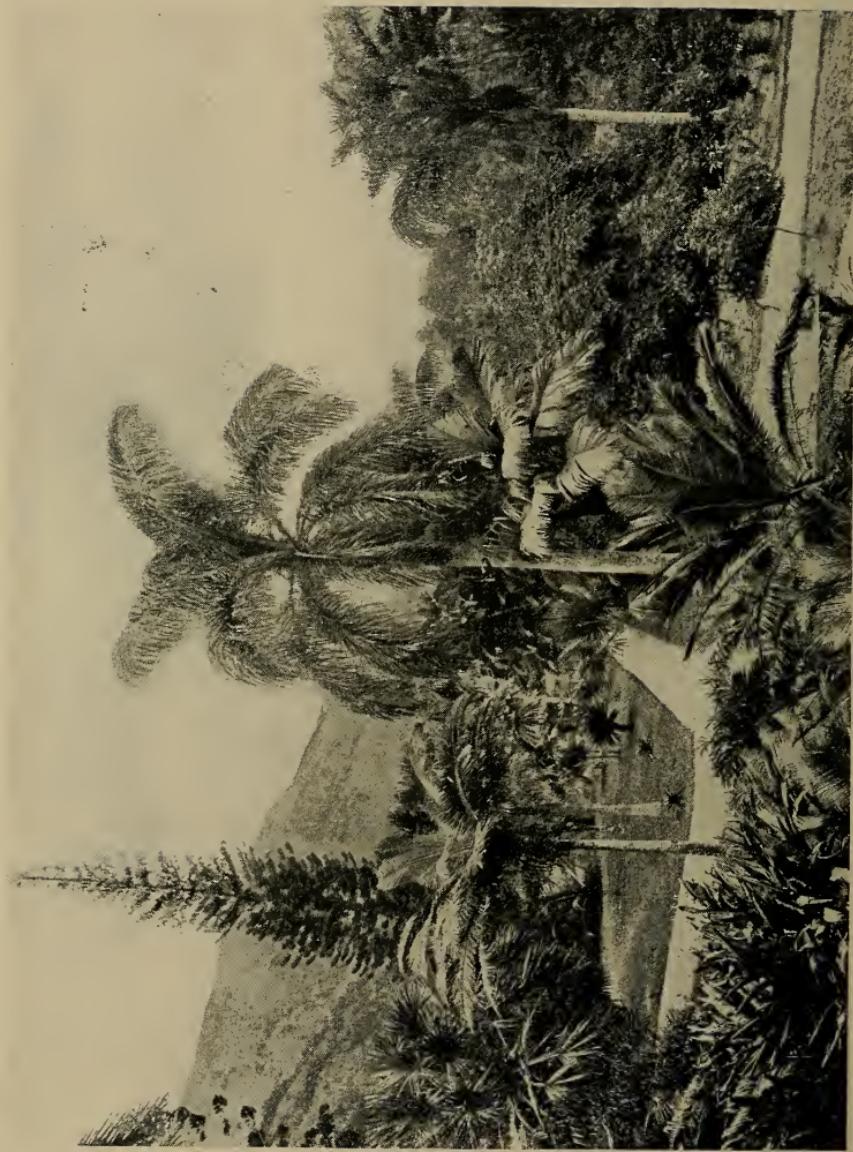


Gardens in Rear of Myrtle Bank Hotel, Kingston.

harbor, and yet directly in the city, Park Lodge, or Emmaville, a quiet lodging-house. If Myrtle Bank is selected, the afternoon may be profitably spent resting on the veranda until the cool of the evening, when a short drive can be taken about the city and to Up Park Camp, where the West India Regiment is stationed. The black soldiers, in their picturesque Zouave costume and white turbans, present a fine appearance.

THURSDAY.—In the morning the train may be taken for one of the two trips here given, Mandeville or Moneague. The reader will remember that these suggestions are for those having only a

Palm Gardens, Castleton.



limited time on the island ; therefore, but one of the two trips can be taken.

If the Mandeville trip is selected, the train from Kingston should be taken at 7.30 A.M. for Williamsfield. Tickets : first class, 9 shillings, or \$2.25 ; and just half the price, third class.

Traps are waiting at Williamsfield station to meet this train ; but, if a later train is taken, it will be necessary to telegraph to Brooks's Hotel, Mandeville, for a trap. The fare is 2 shillings and sixpence, or 62 cents, a person. Comfortable board may be obtained at Brooks's Hotel, and also at Mrs. Roys's, Mrs. Dillett's, and Mrs. Halliday's lodgings.

Mandeville is a pretty little town, quite English in its appearance ; and the afternoon may be pleasantly spent driving about and visiting the different coffee and orange plantations.

FRIDAY.—The next morning the train may be taken either at 6.48 A.M. or 11.29 A.M. for the return trip to Kingston, arriving there at 9.15 A.M. or 2 P.M., respectively.

If one prefers to go to Moneague on Thursday, it will be better to leave by an afternoon train for Ewarton, the terminus of the branch. From here on there is a beautiful drive of nine and one-half miles over Mount Diabolo to the pretty little Moneague Hotel, situated in the heart of the country, where a quiet, restful night may be spent. Board is from 10 shillings to 14 shillings per day (\$2.50 to \$3.50 in our money).

One of the greatest charms of this trip is the return drive in the early morning over the mountain, while the mist lies in the valleys below.

If the early return is made, then on Friday morning a carriage or trap may be engaged for a trip to Castleton, a beautiful drive of nineteen miles to the Government Botanical Gardens. This will be an all-day trip, and the start would better be made early in the morning. Luncheon may be obtained at the Castleton Cottages Hotel, or, if one prefers to picnic, luncheon can be taken from the

Kingston Hotel, and tea will be served from the Cottage Hotel, in the pretty bamboo arbor. The Gardens contain specimens from all parts of the world, and the palm gardens are especially beautiful. The drive home is best delayed until rather late in the afternoon on account of the heat, which is, however, at no time very severe.

SATURDAY.—The next day should be devoted to Kingston, visiting the Victoria Market early in the morning. Among the other principal point of interest are: The *Museum*, which, while not very



Office of the United States Consul, Kingston.

large, is full of interest, containing portraits of all the governors of Jamaica, specimens of Jamaica woods, fish, and minerals, and some old relics.

The *Self-help*, an institution similar to the Women's Exchange in the United States, is located on Church Street, and is well worth a visit. There are on sale baskets, photographs, articles made of the famous lace bark and dagger plant, carved cocoanuts, and other curious and useful articles.

One should not fail to visit Princess Street, and see the quaint little negro shops and buy the bright colored bandanna handkerchiefs, so distinctively Jamaican, to be obtained here in great variety.

King's House, the home of the governor, or *Hope Gardens*, can be visited in the late afternoon, when it will be pleasant driving.

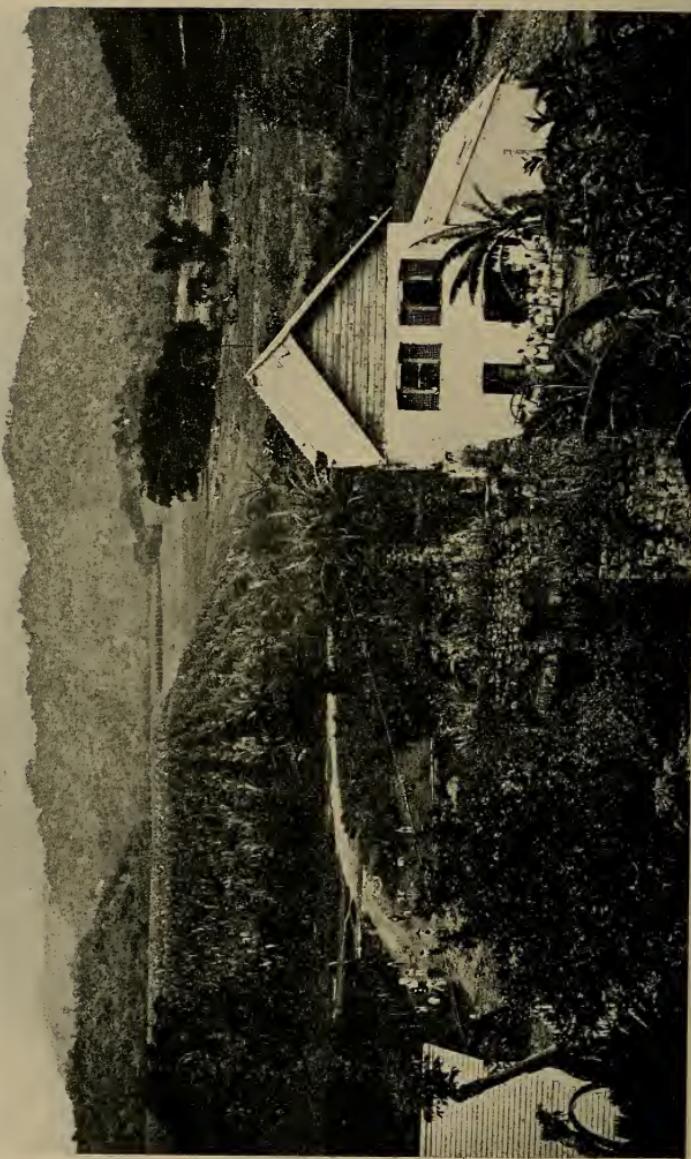
No special directions have been given regarding the location of the places visited, as all coachmen and 'bus drivers are familiar with these places. If one prefers, the electric cars may be used for many of the trips around Kingston.

'Buses can always be engaged in the court-yard of the Myrtle Bank Hotel or on the street; and a carriage and pair of horses may be had at prices ranging from £1 to £2, according to the distance to be travelled.

SUNDAY.—The next day may be devoted to the various churches, the Parish Church (Episcopal), Coke Chapel (Wesleyan), and the Presbyterian Kirks being the principal ones.

MONDAY.—On Monday a trip to *Port Royal* may be taken. The time and place of departure of the boats can be obtained at the hotel office. Port Royal is the naval station, and is now being greatly strengthened by the English government. It has an interesting history, and was wholly destroyed by earthquake at half-past eleven o'clock on the morning of June 17, 1692.

If one prefers, *Newcastle*, the camp of the white troops, situated on the steep sides of a mountain, may be substituted for the excursion to Port Royal on Monday. This is a driving trip; and, if the



Golden Vale Estate. Sugar-mill Ruins and School-house in Foreground.

day is clear, the view from Newcastle is very fine. A carriage and pair may be obtained to go to Newcastle for from 12 to 18 shillings (\$3 to \$4.50 in our money).

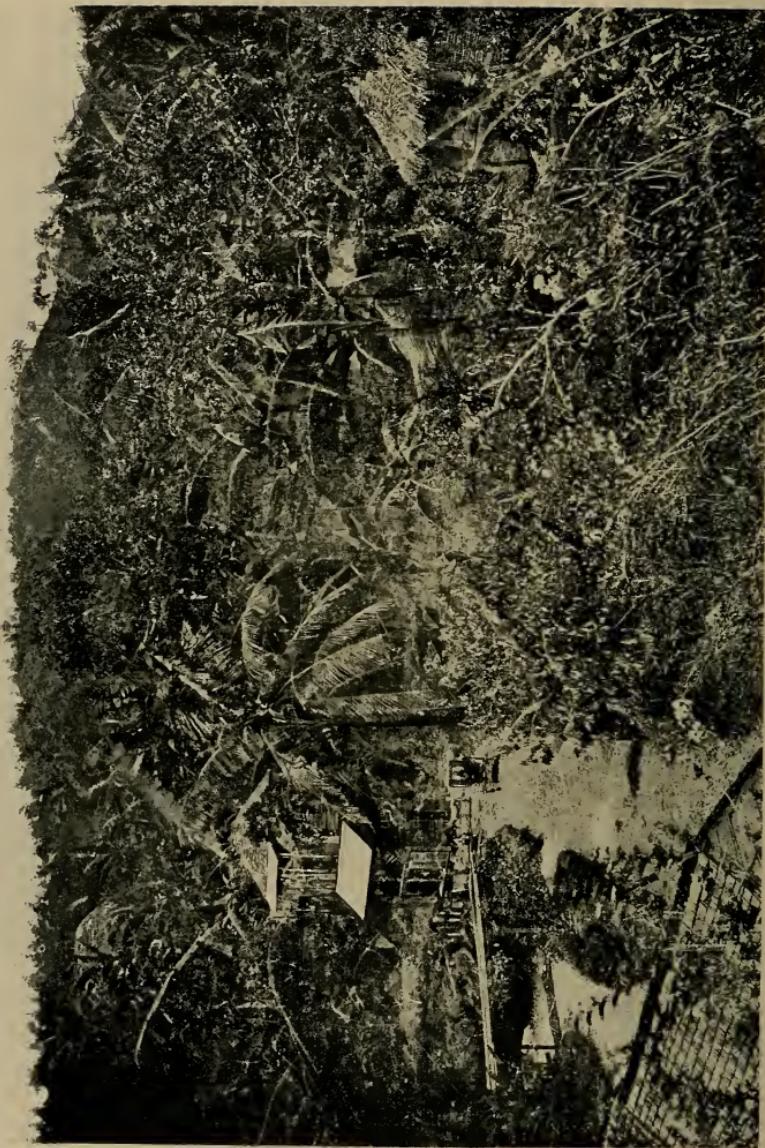
Another trip is to the sugar estate Mona, where one may see the interesting workings of a sugar-mill.

It is but a short distance outside the city, and can easily be seen in a morning or afternoon.

TUESDAY.—The *Boston* steamer is due in Kingston on Tuesday, and her time of sailing can be ascertained at the office of the United Fruit Company on King Street. If the *New York*, *Baltimore*, or *Philadelphia* steamer is to be taken for the home trip, it will be necessary to return to Port Antonio, as those steamers do not go to Kingston.



Public Market, West Street, Port Antonio.



An Interior Roadway.

P a r t I I .

IN the previous chapter the trips or excursions have been planned for the benefit of tourists having only a few days or at most a week on the island. For the traveller whose time is *unlimited* more extended itineraries are herewith provided.

FROM PORT ANTONIO, beginning with the arrival of the steamer, the short excursion already given may be supplemented by the following :

TO CASTLETON, VIA ANNOTTA BAY.—The trip to Castleton from Port Antonio is, perhaps, more attractive than from Kingston. It will be necessary to arrange at the hotel for carriages to meet the train at Annota Bay. This should be done the day before ; and, in order to avoid mistakes, two days before is better. At the same time order luncheon to be put up for the trip. Take the early morning train for Annota Bay, a pleasant ride of thirty miles. Annota Bay is not attractive enough to claim much time, and it will be better to start immediately for the Gardens. This is a beautiful drive of eleven miles over an excellent road, the scenery of which is almost unrivalled. It should take about two hours, and on arrival extra wraps and luncheon may be left at the Castleton Cottages.

On all trips on the north side of the island do not fail to take waterproofs and umbrellas.

Arrangements may be made at the Cottages for tea or coffee to be served with the luncheon, which, if the day proves pleasant, will be best taken under one of the bamboo shelters in the garden. From the Cottages a path leads directly into the Gardens ; and a longer or shorter time may be spent in seeing the beautiful plants, trees, palms, etc. It is desirable to see as much of the Gardens as possible before the middle of the day, and by twelve o'clock to repair to the cool shade of the bamboo arbors in the lower or river garden, the part situated on the river.

If one is fond of river bathing and has remembered to bring a



Wag Water, on the Junction Road.

bathing suit, a dip in one of the many pools will be found most refreshing. Two hours may be pleasurabley spent in rest and refreshment before the return drive to catch the afternoon train at Annotta Bay for Port Antonio. Leaving the Gardens at two o'clock will give ample time to reach Annotta Bay, as well as for seeing the town, if one chooses to do so.

The Castleton trip for three persons should cost 4 shillings, sixpence, round trip, for railroad fare; 10 shillings each for carriage to Castleton; in all, 14 shillings, sixpence, or \$3.62.

TO SPRING BANK, VIA SHOT OVER.—Another trip which will fully repay the tourist is a ride up *Spring Bank* and back by way of *Shot Over*,—a corruption of the ancient name of *Château Vert*,—both estates located on the mountains near Port Antonio. For this horses must be engaged at the hotel office, and the trip is best taken in the very early morning. Be sure of a clear day, for the charm of this trip is in the beautiful view. It can be done easily in less than three hours, and should certainly be taken, as the view from the top of the ridge, embracing as it does the Blue Mountains and valleys on one side and a long stretch of coast line on the other, makes it not only one of the finest in Jamaica, but scarcely to be equalled anywhere.





The Sugar-cane Cutters.

Part III.

THIS chapter is devoted to the itinerary of a trip around the island with Kingston as the starting-point.

To MANDEVILLE, VIA WILLIAMSFIELD.—Taking the train which leaves Kingston at 1.30 P.M., Williamsfield is reached about four o'clock. The distance from Kingston to Williamsfield (the railway station nearest Mandeville) is forty-five miles. The fare is about 8 shillings, first class; third class, 4 shillings. A pleasant up-hill drive of four and one-half miles by stage from Williamsfield brings us to Mandeville, where we have a choice of the Brooks Hotel and two good lodging-houses, Mrs. Roys's and Mrs. Halliday's.

Brooks Hotel, 8 to 12 shillings per day, American plan. Lodging-houses, Mrs. Roys's and Mrs. Halliday's, 6 shillings per day, American plan, £2 2s. per week.

The principal points of interest about Mandeville are the orange and coffee estates and the drives, of which Spur-tree Hill is the

most noted. The climate of Mandeville is delightful, and its people friendly and hospitable.

From Mandeville one may drive to the *Santa Cruz* Mountains, the air of which is exceptionally beneficial for lung complaints. The Pavilion Sanatorium is located at Santa Cruz Mountains, Jamaica, elevation 2,300 feet. With equable temperature and dry atmosphere, it is highly commended by the medical faculty of the island; the accommodations are of the best. The proprietor is Mrs. Leslie Alexander, Malvern P.O.

There is also the Malvern House in the Santa Cruz Mountains; Proprietor, Mr. Isaacs. Rate, 10 shillings, sixpence per day, £2 2s. per week. The railway station is Balaklava. The railway fare is £1 5s., first class, from Kingston; third class, half-rate. Further information about this trip can be had by applying at the office of the Brooks Hotel.

TO MONTPELIER, VIA KENDALL OR WILLIAMSFIELD.—The next stage in the trip around the island is to drive either to *Kendall* or to *Williamsfield*, where the train is taken for *Montpelier*. This is the most interesting portion of the railroad ride, crossing, as it does, a part of the famous *Cockpit Country*, both wild and desolate. By this time the tourist will have become familiar with the train service, and will arrange his time to suit. The train reaches Montpelier in the early afternoon. The hotel is one of the most comfortable in the island, and a good table is served. Board ranges from 12 to 16 shillings per day (\$3 to \$4 of our money).

The especial points of interest are the large and beautiful pens, or grazing farms, of *Montpelier* and *Shuttlewood*, where may be seen fine specimens of the famous Indian cattle imported for labor and breeding purposes; also the large tobacco fields and cigar factory.

From Montpelier one may visit *Savana-la-mar*, a carriage drive of some sixteen miles. This portion of the island is very flat and low, quite different from the eastern end, and was formerly noted for its sugar estates.



“Rafting” — a Popular Sport.

To MONTEGO BAY.— It is only nine miles by train from Montpellier to *Montego Bay*, the end of the railway journey; and, as one emerges from the tunnel high above the town, a beautiful view is presented,— the harbor with its many tiny islands, the distant sea, and the town with its surrounding hills. The Bogue Islands (or atolls) are extremely interesting.

Arriving at Montego Bay, cabs may always be found at the station for a drive around the town. One of the first places visited will be the *Parish Church*, which contains one of

Bacon’s masterpieces, the monument erected to the memory of *Rose Palmer*. As the legend runs, this woman was famous, not for her good deeds, but for her misdeeds, having in the course of her life married and disposed of four husbands. She was finally murdered by her slaves, whom she had treated with extreme cruelty. The discoloration around the neck of the figure, and also the mark on the pedestal resembling a splotch of blood, are said to have appeared some time after the erection of the monument, showing positively her guilt. This fact may be taken for what it is worth, but no one wants to spoil a good story.

There is another story to the effect that this monument was erected to a little Englishwoman who was as sweet and good as Rose Palmer was the reverse.

Montego Bay is the second largest town on the island, and contains a number of fine old houses. There is an excellent sanitarium

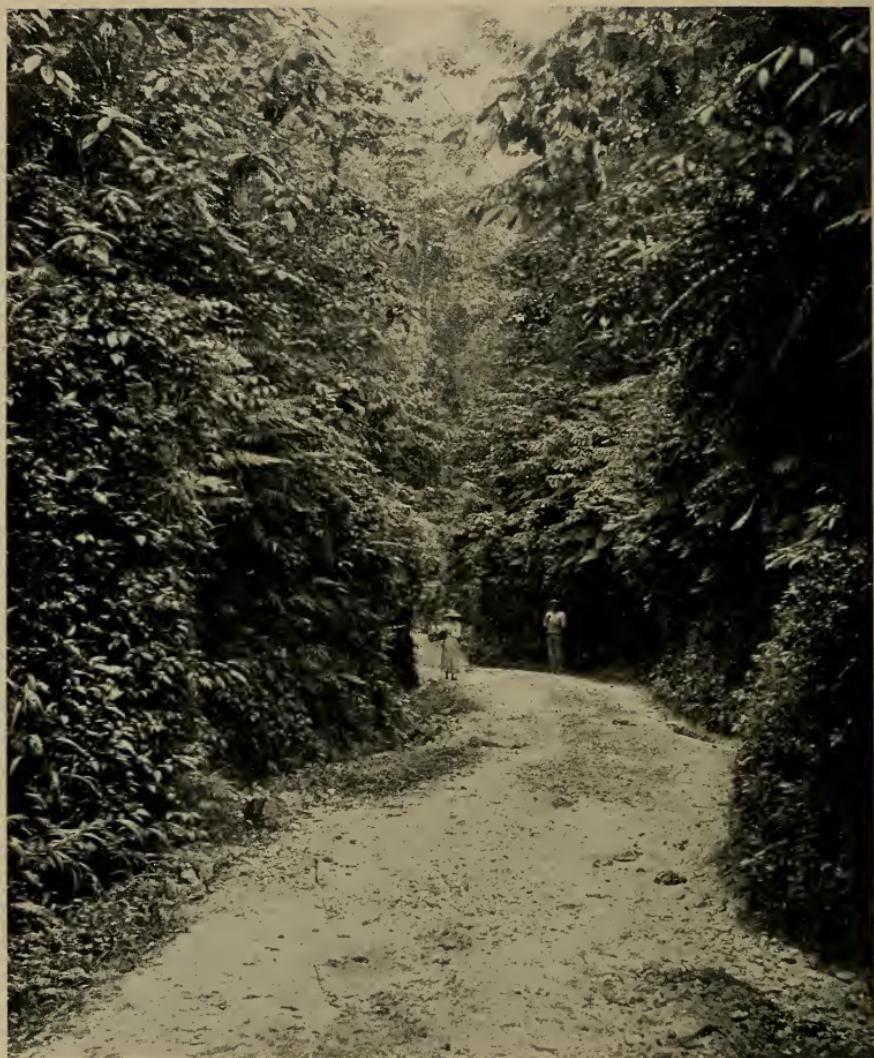
here, well located, just out of the town and near a good bathing beach.

To FALMOUTH.—If one prefers, he may return to Montpellier on the late afternoon train for the night, having first made arrangements for a trap to continue the journey in the early morning along the shore road to *Falmouth*. The other plan would be to spend the night at Montego Bay at one of the two lodging-houses, *Harrison's*, on the hill, or *Mrs. Payne's*, in the town.

The start for Falmouth would better be made quite early in the cool of the morning. The road follows the shore very closely. At times the coachmen even drive through the water. No one can fail to notice the vivid coloring of the sea, which at this point is particularly beautiful. A drive of about nine miles brings us to *Rose Hall*, the home of Rose Palmer, mentioned on the previous page. Driving into the grounds, the courteous overseer is always pleased to show tourists through the old sugar-works, which are still in operation. About a quarter of a mile beyond, on a slight elevation at the end of a winding drive, stands the old hall, now partly in ruins. The old care-taker is proud to show visitors the splendid mahogany floor, still kept finely polished, the mahogany balustrade to the stair-



Along Shore, just outside Port Antonio.



A Typical Roadway.

way, and the carved mahogany frieze in the drawing-room. The rest of the house is in a state of great dilapidation, but a few of the trees of the old garden are still standing.

Resuming the drive, we continue on the beautiful coast road, reaching Falmouth (about sixteen miles further on) in time for luncheon at one of the lodging-houses. Owing to possible changes, inquiries should be made in the town as to the best house to patronize.

Falmouth is a quaint old town, and was formerly one of the most important sugar centres. If one has leisure, a couple of days may be spent here, the time being employed in visiting the old sugar estates and orange properties, and, of course, the usual walks and drives about the town.

TO ST. ANNS BAY, VIA DRY HARBOR OR BROWNS TOWN.—Continuing the journey, there is a choice of two roads,—still keeping on to the *coast* road or taking what is known as the *interior* road.

The especial attractions of the coast road are the caves situated at *Dry Harbor*, about half-way between Falmouth and St. Anns Bay.

For a part of the way the interior road is mountainous, and also passes many sugar estates. *Browns Town*, by the interior road, is over twenty miles from Falmouth.

There is no choice of lodging-houses, as there is only one in the place. The attractions of Browns Town are its delightful climate and its charming surroundings. The town itself is best seen by walking; and, while there is nothing of especial interest, still the market, the churches, and the little shops are all worthy of attention. Here, too, one may obtain photographs of all parts of the island from the genial Dr. Johnstone.

When the journey is resumed, a drive of twenty miles brings us to Mrs. Watson's lodgings at *St. Anns Bay* in the parish of St. Anns, often called "the garden of Jamaica." On the way the estate "Trenant," formerly occupied by Julian Hawthorne, is passed.

Two or three days may be pleasantly spent in this beautiful parish. The first place visited will probably be the *Roaring River*

Roaring River Falls.



Falls, and it is quite impossible adequately to describe their unique beauty. An enjoyable trip may be had by taking luncheon and loitering some time near the bridge under the cool shade of the trees and then driving on to *Ocho Ríos*, crossing the eight rivers and returning in the same way to St. Anns Bay.

Another point of interest is the ruins of the *Priory Church*, a relic of the old Spanish days. The church was connected with the monastery by a long, paved walk. A diligent search will be rewarded by finding remains of this flagged walk.

The parish of St. Anns abounds in beautiful estates, greatly resembling the old English places. They are principally grazing pens, and pimento is grown in large quantities. Jamaica is the only place in the world where pimento is raised commercially. Any one interested in schools will enjoy a day at *York Castle*, delightfully situated high up in the Pedro Mountains.

To CLAREMONT.—Continuing the journey, a drive of about fifteen miles takes us through the pretty town of *Clarendon* to the *Moneague Hotel*.

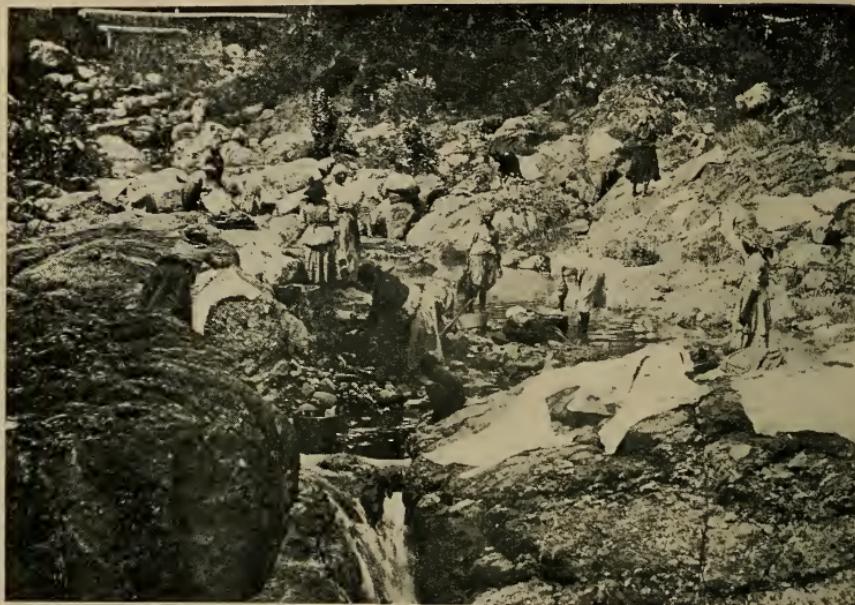
From here drives to other parts of the parish may be taken, the most beautiful of which is the drive down *Fern Gully*, back to the Moneague by way of St. Anns Bay. This drive may be taken in the reverse order, if desired; but it is prettier to go down than to come up the gully to Moneague.

A choice of two ways of returning to Kingston is open to the traveller,—either from the Moneague over Mount Diabolo to *Ewarton*, thence by train to Kingston, or continuing the drive through Fern Gully to *Port Maria*, famous for its large cocoanut plantations, and then from *Albany*, eight miles further on, by train to Kingston.

A double trap with driver from Montego Bay to Browns Town should cost about £4 (\$20 of our money). From Browns Town to St. Anns Bay should be about £2 (\$10) more. The ordinary drives are from 10 shillings to £1, according to distance.

The traveller having ample time will have no difficulty in finding

other points of interest. The coachmen are always ready to give information, as, indeed, are all the people on the island.



Washing in the Brook.

P a r t I V.

TO BLUE MOUNTAIN PEAK.—The mountain lover has probably looked longingly at *Blue Mountain Peak*, and the trip to the summit is easily taken from Kingston. A drive of nine miles in the early morning brings one to *Gordon Town*, where arrangements must be made for guides and ponies for the peak.

This trip may be taken in two ways,—either to go on from Gordon Town, reaching the peak late in the afternoon and spending the night there in the rather dilapidated hut, or to make arrangements

previously to spend the night at one of the estates below the peak, going on early in the morning. Information concerning these estates can be obtained at the Myrtle Bank, as it is not always convenient for the same people to entertain guests. If there are ladies in the party, the latter is the better plan, as there are no sleeping conveniences in the hut.

If the former plan is carried out, one must be provided with extra wraps and rugs, the thermometer often dropping to below forty during the winter months. February and March are the best months in which to take this trip, as then one is surer of clear weather. It is well to carry a good stock of provisions, as the appetite increases with the altitude.

If the weather is clear, the views on the way up and from the peak are magnificent, and certainly repay one for the hardships and fatigue of the trip.

TO YALLAHS AND MORANT BAY.—From Kingston the trip is continued by carriage around the eastern end of the island. The first object of interest is *Rock Fort*, the remains of the old fort and wall which once protected Kingston on the east. This is a coast drive entirely. One of the oldest and best equipped of the sugar estates, *Albion*, is passed, and may be visited if desired.

Passing through the pretty little town of Yallahs, the next important point is Morant Bay, from which large quantities of bananas are shipped. It was here, in 1866, that the uprising of the black people commenced.

There is nothing of special interest in Morant Bay, but a rest of a few hours would better be made here before resuming the journey to Bath.

TO PORT MORANT AND BATH.—Twelve miles further on is the little town of Port Morant, from which much fruit is shipped. Any one who wishes to avoid the drive may take the United Fruit Company's steamer at Kingston and come to Port Morant; and then by carriage, six miles beyond, the famous old town of *Bath* is reached.



Golden Vale Plantation.

BATH is very pretty, and is noted for its hot springs. Usually one gets good Jamaican cooking at Mrs. Duffy's lodgings. Of course, the baths are the objective point. A beautiful walk or drive of a mile and a half through the gorge brings one to the building, which contains a number of bath-rooms, attendants, etc.

Accommodations for lodgers may be obtained in this building, if desired; and meals will be furnished by the attendant. These baths are particularly efficacious in cases of rheumatism, liver, and kidney troubles.

Cost of single bath, 1 shilling (25 cents), or sixpence (12 cents), if several are taken.

From Bath the large banana estates of Golden Grove and Plantain Garden River may be visited.

Bath also contains the oldest botanical garden on the island, but it is not now kept up. One should not fail to notice the enormous palm-tree in this garden.

The main street of the town is lined with rows of Otaheite apple-trees, which in blossom or in fruit are equally beautiful.

A ride of six miles may be taken from here to the famous *Cuna-Cuna Gap*, passing through the Maroon village of *Hayfield* on the way. This ride may be continued across the island through the *Cuna-Cuna Pass to Mooretown*, and thence to Port Antonio,—a distance of twenty-five miles in all. The path is in many places steep and rocky; and it is essential to have good horses and to be familiar with riding, if one intends making this trip. This way leads through one of the wildest parts of the island, intensely tropical in its vegetation, and where the note of the rare *solitaire* may be occasionally heard.

It rests with the traveller to decide whether he will return to Kingston from Bath or continue his journey by carriage to Port Antonio.

To HOLLAND BAY.—Gentlemen will find alligator shooting at Holland Bay, which is also the location of the cable station, and may be reached from Bath.

TO PORT ANTONIO.—The drive from Bath on to Port Antonio is principally along the coast, about thirty-eight miles. In some places the surf is very beautiful, especially near the little village of Manchioneal.

To the tourist who has made this trip it will seem quite like reaching home to be again at an American hotel, with its good food and its general air of comfort and cleanliness.

Of course there are no hard-and-fast rules in this little guide-book. The trip around the island just mentioned can be taken starting first from Moneague, and going on to St. Anns Bay, Montego Bay, and back by way of Mandeville, if preferred.

Those fond of travelling by water can always join one of the



Entrance to Public Market, Port Antonio.

United Fruit Company's steamers at Port Antonio, for the trip up and down the north coast and around to Kingston, going ashore at

the different ports where fruit is shipped. One of the most interesting sights is to see the fruit loaded from lighters at the ports where there is no wharf.

There are a great many other places of interest in Jamaica, which it is impossible to mention in so brief a work; but, in spending any length of time there, the tourist will find them out for himself. One of the greatest pleasures of travel is that of discovery.

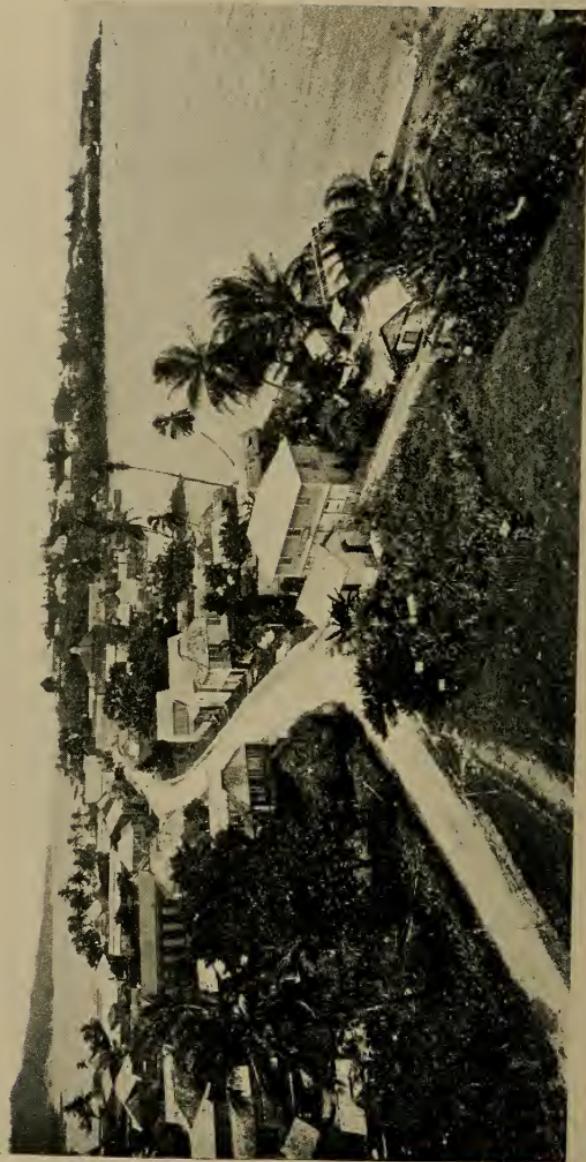


Practical Hints.

FEES.—Be sure to carry a plentiful supply of small change for fees, 'bus hire, and car fares.

A fee should never exceed 1 shilling (25 cents) for services rendered, and sixpence (12 cents) is more usual. Oftentimes three-pence (6 cents) will answer the purpose.

CLOTHING.—An ample supply of underwear is a necessity. A couple of light-weight wool skirts with foulard, cotton, and lawn shirt waists, and one light wool or silk dress for evening wear at hotels, will be sufficient for quite a stay. It is damp driving in the early morning and in the evening, and a wrap is necessary.



Entrance to Port Antonio from Inland.

Rubbers, waterproofs, and umbrellas are indispensable; but a *heavy* mackintosh is too warm.

One's summer wardrobe of the previous year, of muslins and ginghams, for a prolonged stay will answer all purposes.

A soft felt travelling hat is very good for driving, and an ordinary sailor hat will be suitable for other occasions.

The atmosphere is fatal to colored kid gloves, spotting them badly. Silk or chamois are preferable.

If there is room in the trunk, slip in a simple décolleté evening gown. The Jamaica ladies wear such dresses a great deal; and one is almost a necessity, in case of an unexpected invitation to a dance or dinner.

Gentlemen will find their summer suits, négligé shirts, and ducks useful; and it is well to carry a dinner coat, especially if the stay is to be prolonged.

Connected with the hotel at Port Antonio is an excellent laundry. But in other parts of the island one's washing is always problematical. In some places the women wash in the rivers, using rocks as scrubbing boards.

BAGGAGE.—It is not feasible to carry a trunk on any of the driving trips; and, consequently, suit-cases, light-weight valises, or other luggage that may be placed on the trap, are necessary. Linens, piqués, and certain muslin and cotton goods may be bought at reasonable prices, and oftentimes in the shops in the smaller towns, like Browns Town and St. Anns Bay, there is quite a good variety to select from.

There are approximately two trains per day each way from various principal points. Time tables are to be had at hotel offices. The usual railway charges are about 4 cents per mile first class and 2 cents per mile third class. The schedule of 'bus charges is given on page 47.



Port Antonio and Harbor from "Shot Over."

Rates for Buggies.*

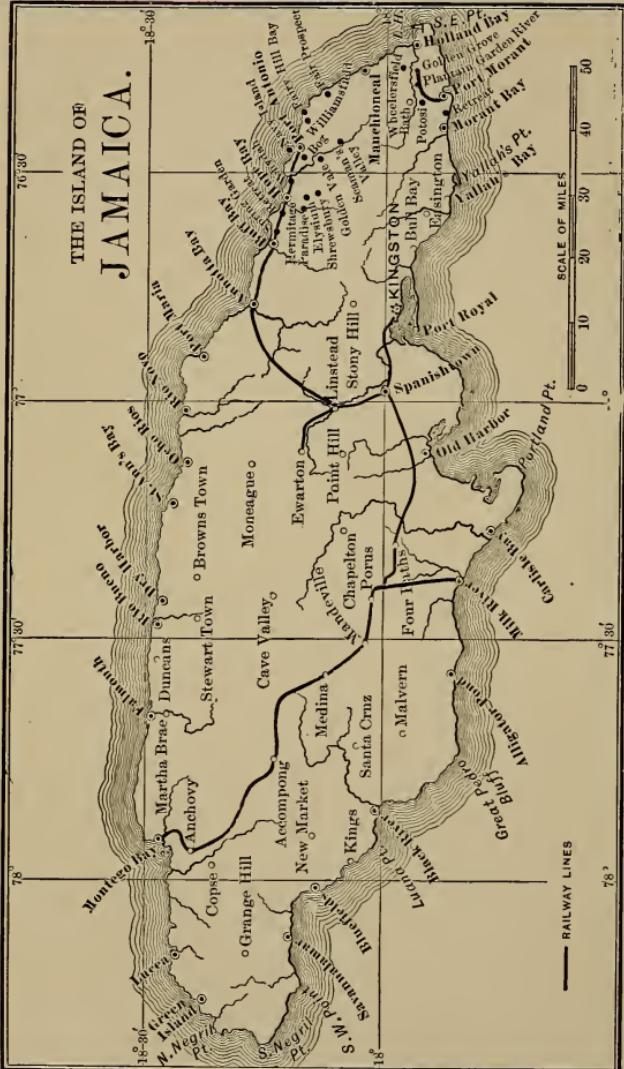
<i>From Port Antonio to</i>	<i>Park Wagon for 5.</i>	<i>Double Buggy.</i>	<i>Single Buggy</i>
	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>
Rio Grande Bridge	0 14 0	0 10 0	0 6 0
St. Margaret's Bay	0 16 0	0 12 0	0 8 0
Hope Bay	1 4 0	1 0 0	0 16 0
Orange Bay	1 15 0	1 10 0	1 5 0
Buff Bay	2 10 0	2 0 0	1 10 0
Annotta Bay	4 0 0	3 0 0	2 10 0
Port Maria	—	5 0 0	4 0 0
Castleton Gardens	—	5 0 0	4 0 0
Kingston	—	6 0 0	5 0 0
Golden Vale	0 16 0	0 12 0	0 8 0
Fellowship	0 12 0	0 8 0	0 6 0
Windsor	1 0 0	0 14 0	0 10 0
Mooretown	1 4 0	0 18 0	0 14 0
Williamsfield	0 12 0	0 8 0	0 6 0
Blue Hole	0 16 0	0 12 0	0 8 0
Priestmans River	1 8 0	1 0 0	0 16 0
Manchioneal	2 10 0	2 0 0	1 10 0
Port Morant	—	5 10 0	4 10 0
Morant Bay	—	6 0 0	5 0 0
Bath	—	5 0 0	4 0 0
Kingston, by way of Morant Bay .	—	7 0 0	6 0 0

* Commonly known as 'buses.



OCT 1 1900

THE ISLAND OF
JAMAICA.



PORT ANTONIO AND KINGSTON PASSENGER TRAINS.

FROM KINGSTON.	Leave	P.M.	RATES OF FARE		Arrive
			A.M.	P.M.	
Kingston		1.30	\$0.24	\$0.36	Leave
Gregory Park		1.45	.36	.56	6.06
Grange Lane		1.52	.44	.66	6.22
Spanish Town		2.00	.66	.86	6.47
Bog Walk		2.22	1.03	1.32	6.57
Riversdale		2.43	1.32	1.61	7.28
Troja		2.57	1.56	1.85	7.50
Richmond		3.16	1.56	1.87	8.17
Albany		3.44	1.70	2.00	8.34
Annfield Bay		4.11	1.92	2.16	8.43
Buff Bay		4.36	2.16	2.52	9.08
Orange Bay		4.45	2.32	2.64	9.30
St. Margaret's Bay		4.58	2.64	2.76	9.38
Port Antonio		5.08	2.76	2.88	9.46
		5.25			10.00

*Train marked * continues to Ewarton

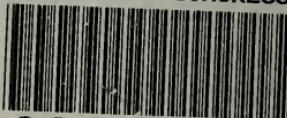




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